UNTANGLING SNARLED WIRES.

Slowly and with Hard Work an Army of Linemen Are Clearing Up the Debris of Sunday's Storm.

NO LONGER SHUT OFF FROM THE OUTER WORLD.

Telegraphic Communications Established West, North and East, but Basiness Much Congested.

ANOTHER NIGHT OF DARKNESS.

Fire Alarm Wires Still Down in Many Places, Making Necessary a Vigilant Patrolling of the City.

THE LOSS CANNOT BE ESTIMATED.

The work of repairing the enormous damage caused by the storm of Sunday morning went steadily on yesterday.

The task was great and progress seemed slow In this city the Metropolitan Telephone and Telegraph Company were by long odds the worst

'It will cost at least \$150,000 to make good the damages." said Colonel Parker, the general manager, "and that will wipe out the possible profits of the company for some years to come. Out of something over ten thousand lines which we run, about four thousand have been knocked out. That represents nearly all the wires we have above ground, as sixty per cent of our wires are in subways. We were fully aware of the advantages of having our wires under ground before this storm descended upon us and were getting them there as fast as we

"It is hard to tell just how long it will take us to get in the condition we were in before the storm. To-day we have had about two hundred and fifty linemen out clearing up the debris. It is a pretty big job, but we hope to get through with it by tomorrow. Then we shall go to work putting up poles and stringing wires with as large a force as we can get.

"Linemen from all over the country are heading for New York. They know that here there is the biggest kind of a boom in their business. It is a business in which only experienced hands are worth anything. Otherwise there would be no difneulty about getting all the men who are needed at

IN THE WESTERN UNION BUILDING.

Gloom and sorrow provailed in the managerial department of the Western Union office, but in the operating rooms there was joy, for to most of the operators the storm meant simply an unexpected holiday. In the rooms devoted to out of town business out of several hundred operators there were hardly a baker's dozen busy.

Things are in very good shape inside the city," said General Manager Humstone; "fully ninety-five per cent of our wires are working all right. That because we have no wires to speak of above ground except such as run under the elevated railroad structures, where they are just as well protected from storms as if they were stowed away in subways. But outside the city in every direction the situation is such that some people would find it very hard to refer to it without using very strong

But Mr. Humstone manfully resisted the temptation, and thus described the situation:-"We have no wires working south and east of us. We have one wire to Albany, one to Buffalo and one to Chicago. We may succeed in opening up a few more before night."

"We are doing our level best to make the best of things, but it is bound to take us several days to put up new poles in place of those that have been wrecked and string our wires again. The area of trouble is not very large, but in that area the wrackage has been pretty complete. I don't think that it extends further south than Trenton; easterly, the worst is between here and New Haven, and north of us I do not think that the damage extends much further than Poughkeepsie. But it is impossible to give accurate information about these matters yet,

We have been hit pretty badly, but as to giving an estimate of the probable damage at this time, that would be merely the wildest sort of guess work. We don't know ourselves." TWO WEEKS TO GET IN ORDER.

D. B. Mitchell, the acting superintendent of wires, said that it would take at least two weeks to get things in good shape again.

"It is a pretty complete sort of a wreck," he said, "but we are putting all our energies forth to bring order out of chaos. We are getting gangs of line nen sent to us from Buffalo, Syracuse, Utica, Rochester and elsowhere. We have altogether about five hundred of them at work. Altogether I bink that there are about fifteen hundred wires town. People coming in by trains report that

oles and wires are stretched out flat for miles in

ill directions. This storm beats the blizzard for

lestructiveness. As regards the wires, it is the worst day in the history of the Western Union." At ten o'clock last night the night manager, A. E. Sink, said that the company had succeeded in | markets in Europe and the domestic cities. sperating fifteen wires to the West, and from Chicago were able to get all points South. There were also direct wires to Boston, but no disect wire South. Communication with Philadel phia, Washington and Baltimore was had through

"Our cable business," added Mr. Sink, "Is first mass, and we are taking all the cable matter of-

The same statement would apply to the Postal company. Their service was completely prostrated-North, South, East and West. They have twenty-seven wires South, sixteen East and twelve North, and there was no sending a tick over one of them yesterday morning. But later in the day communication was established with Buffaio and Baltimore by way of Albany. By this morning Manager Emerich hopes to establish connections with Philadelphia. The company has 150 linemen out wrestling with the "trouble." In this city the the company's losses were comparatively slight.

With something like cheerful resignation E. J. Hovey, special agent of the Long Distance Telephone Company, told me that the storm had simply

completely knocked out the company's business. That is the long and the short of it," he added. "We have 200 wires, but no messages going over "We have 200 wires, but no messages going over them to-day. The trouble seems to be confined within a circle extending around New York, with a rodius of thirty miles. But although the area is immited the trouble is pretty expensive. I can't give you anything like an estimate of what it will be, but I can tell you that we shall have to pur-chase a lot of copper wire at twenty cents a pound, for the wire that we have to use won't bear re-landing to string again. When it comes down all that it is good for its to sell for old junz."

The electric light companies, according to their pwin statements, did not fare so badly as first reports seemed to indicate. The Edison people said help had not been hurt at all. "All our street sonductors are entirely under ground," said R. R. R. Bowker, the first vice president, "and were not in any way affected by the storm. We did not have to send out a single repairman on Sunday and there was not the slightest interruption in the service. The moral of this storm is. "Get underground," That is the only safe and proper place for wires."

A. E. Scoulier, superistendent of the United

States Illuminating Company, with which the Brush company is amalgamated, said:

"We intend to pay proper heed to the Mayor's injunction and not turn on our currents where there is any possibility that damage might be caused through other wires coming in contact with ours. But our own wires are now in perfect order. A few hundred dollars would cover our entire loss. We have not lost a single pole on which wires are strung. The pole which fell at Seventh avenue and Thirty-ninth street was a lamp pole, the current being fed to it from a subway. It was knocked over by a big telephone pole falling upon it. Most of our wires are now in the subways, but the few that are above ground are all intact."

pole falling upon it. Most of our wires are now in the subways, but the few that are above ground are all intact."

H. M. Edwards, the general manager of the Manhattan and Harlem Electric Light Company, which has its plant at Eightieth street and the East River, said that his company also had suffered practically no loss whatever, as nearly all its wires were in the subways. "We intend," said Mr. Edwards, "to obey whatever injunctions we got from the municipal authorities, but there is no reason under the sun why we should not run every light we have, because our circuits are all clear. We test them every fifteen minutes.

2 The East River Electric Light Company, which has a station at the foot of East Twenty-fourth street, reported that it was entirely clear of all "trouble" and that \$500 would make good all the damage that the company had suffered on account of the storm. Two of its poles had been tumbled over, one at Thirteenth street and avenue B and the other at Fourth avenue and Thirteenth street, and in each instance it had been due to telegraph or telephone poles falling against them.

The Mount Morris company made a similar report. So did the North New York company, which has its plant above the Harlem and has not yet begun to do any lighting.

"We have many poles and wires up," said John J. Moore, the manager, "but the damage to them has been very slight and will not in the least delay the progress of our work. We shall be able to fill our contracts for lighting in the annexed district." DANGEROUS FLACES.

Commissioner Giroy sent this notice to the western Union Telegraph Commany vesterday:

Western Union Telegraph Company yesterday:—

The Superintendent of Incumbrances reports to me this morning the following piaces where there is special danger in respect to the poles and wires belonging to your company:—Twenty-seventh strees, between Sixth and Seventh avenues; intersection of Fifth seven Sixth and Seventh avenues; intersection of Fifth seven and Thirty-fifth street; Fourth strees, between Tenth and Christopher etreets; intersection of avenue A and Sixty-fith street; Intersection of Lexington avenue and Thirty-ninth street; Forty-fourth street, east from Fifth avenue, and many others.

You are bureby called upon to remove at once or place in perfectly safe condition all dangerous poles and wires belonging to you, or for the great place of the seven and the seven and the limited steely compiled with this Dopartment will proceed to remove such dangerous peles and errors at your expense.

The Motropolitan Telephone and Telegraph Com-

or was said to class; on the very second atreet to Fifty-atreet; Fifty-ninth street, from Grand Circle to h River; the intersection of Fifty-eighth atreet and thavenue; Fark avenue, between Fifty-ninth street lightest street; Thirty-ninth street, from Sixth ave-othe North River; 125th street, between First and a avenues; 110th street, west from Fifth avenue; e street, from river to river; Intersection of Thir-th street and Broadway, and many others.

20th street from river to river: Intersection of Thitteenth street and Broadway, and many others.

Chief Bonner, of the Fire Department, slopt at Headquarters, in East Sixty-seventh street, last night, so as to be ready for any emergency that might arise demanding his services. "We have forty companies that are still without communications and about thirty with whom the alarms seem to work all right." he said. "But we have made arrangements to patrol the city just the same as if the alarm wires had been knocked out with all of them. We are doing our best to save the city from any damage because of the disadvantages with which we have to contend. Besides establishing patrols we have established lookouts' throughout the city on the tops of tall buildings, and we expect to obtain permission to use church bells to announce our signals should fires occur.

"The police force is co-operating with us. If a policeman discovers a fire he will give the alarm at the nearest signal box, as usual, but instead of trusting to that alone he will also run to the nearest engine house and give the alarm there.

"The old alarm bell on Mount Morris will be brought into service if need be. The chief of the Twelfth battalion in the annexed district has been directed to place lookouts wherever practicable and ring the nearest church bell for an alarm."

Chief Bonner said that in most of the companies in what is known as the dry goods district the alarms worked all right, and also in the vicinity of Fifth. Sixth, Madison avenue and Broadway, where the fire telegraph wires passed through the subways.

"The moral of this situation," he added, speak-

ways.
"The moral of this situation," he added, speaking with great emphasis, "is that all the fire alarm



MOUNTED FIREMAN BEABING AN ALARM TO THE ENGINE HOUSE.

wires should be laid under ground. But we can

the damage.

POLICE WIRES IN ORDER.

The police telegraph wires were put into fair working order yesterday, and communication was stablished between headquarters and twenty-hree of the thirty-five precinct houses. Those above Eighty-eighth street on the east side and outh street on the west, are still out.

Matthew Donohue, thirty-eight years old, of No. 167 Second avenue, a lineman, while repairing wires in front of No. 148 East Twenty-third street, fell to he sidewalk. He was not badly hurt and was able to go home.

to go home.

Roccio Roumanio was caught by Policeman Riddell, of the East Eightv-eighth street precinct, as he was cutting copper wire from fallen poles to add to his junk shop stock. He was taken to the Harlem Police Court, but as no one appeared to prosecute him he was discharged.

BUSINESS CRIPPLED ON 'CHANGE. NO PRIVATE WIRES WORKING FROM THE WEST-

NO QUOTATIONS FROM OTHER MARKETS. The great marts of trade suffered severely yesterday from the interruption of telegraphic communication. All the great commercial and financial exchanges suffered severely from the inability to get the usual quotations and market news from other

The Stock Exchange was the most fortunate of the big exchanges in the fact that all the broken connections of the New York Quotation Company. which furnishes all the sales on the Stock Exchange, were restored before business began vesterday, and every ticker was in working order. All the big brokerage and banking houses suffered from a lack of outside news, none of the private wires to other cities being open. Henry Clews & Co. received one delayed message from Chicago, but it came away around by way of New Orleans. Late in the day the private lines rented from the Western Union Company were open as far as Phila-

Vestern Union College.

The members of the Produce Exchange received heir official quotations from the West by the Gold and Stock Telegraph Company as usual, but the corvice was greatly delayed. The company had we lines open to Chicago in the afternoon and one to Albany. No Produce Exchange private wires was summing.

two lines open to Chicago in the afternoon and one to Albany. No Produce Exchange private wires were running.

The Cotton Exchange received its morning cables from Liverpool thirty-five minutes late.

One message each was received from Galveston, Mobile, Memphis, Cincinnati and Boston.

The Coffee Exchange received none of the usual daily cables from Havre, Later in the day the Anglo-American Company forwarded them the Havre quotations by way of London.

UNDISTURBED MR. BEATTIE. HE SAYS HE IS DOING HIS BEST TO CLEAR

AWAY THE SNOW. Street Cleaning Commissioner Beattle seemed in no way disturbed yesterday over the slush laden streets nor the prospect of Mayor Grant's investigating committee invading his premises. He was at work early in the morning, and had couriers out all over the city offering to hire carts and trucks for the transportation of the snow from the streets to the rivers. He said he had twenty-five hundred wan at work

tion."

The committee named by the Mayor has not yet met, but will do so in a few days.

RAILROADS BUT LITTLE DELAYED. THOUGH THE WIRES WERE DOWN TRAINS WERE BUN WITH CAUTION AND SAFETY.

Not a railroad running out of New York escaped the fury of the storm, which, however, confined itself to breaking telegraph poles and snapping

All of the roads have double tracks in the district swept by the storm, and by means of signal towers and by having trainmen adhere as closely as possible to schedule time they were enabled to get all passenger trains through yesterday and with but little delay-in no instance exceeding twenty minutes.

Until noon yesterday the New York Central had telegraphic communication from New York only as

graph wires and the telephone wires could not be gotten into operation at Bayonne yesterday, with the exception of one wire to Jersey City.

the exception of one wire to Jersey City.

The telegraph fire alarm systems remain useless in Jersey City and other towns of Hudson county. The necessary extra precautions have imposed severe duty on the police. The reserves are continually on duty.

The disaster has renewed agitation in Jersey City in favor of underground wires, and it is probable that a bill will be introduced in the State Legislature to make the burying of wires compulsory.

About two hundred and fifty poles were broken in Jersey City. In Railroad avenue, from Brunswick street to Newark avenue, nearly every pole was snapped. Twelfth sireet, from Grove street to the foot of the Heights; Grand street and the upper part of Bergen avenue have very few sound poles out of the many with which they were blanted.

Telegraphic communication at Flizabeth. Note the feet of the many with which they were planted.

planted.

Telegraphic communication at Elizabeth, N. J., is cut off entirely, and the Western Union Company's office, for the first time in its history, is doing no business except by messengers. Fifty telephone and telegraph poles and over two hundred miles of wire are down. Some of the poles suapped off



LINEMEN AND LAPOREDS AT WORK ON THE WRECKAGE ON THISTY-NINTH STREET, NEAR MINTH

far as Yonkers, but soon after that the wires were

At the superintendent's office I was told that all of the damage to the lines was between New York and Poughkeepsie, a distance of seventy-three

and Poughkeepsie, a distance of seventy-three miles, and that the greatest damage was in the vicinity of Peekskill. Between Peekskill and Roa Hook twenty poles were blown down.

Superintendent D. McCoy went up on Sunday with a special train and a large number of linemen, and it is expected that by to-night the entire telegraph line will be in working order. The Central people got communication with Albany yesterday by way of Weehawken over the West Shore wires. Freight trains, which usually run as extras, were sidetracked yesterday.

Superintendent Shepard, of the New York, New Haven and Hartford Railroad, told me that on the New York division of his road the wires were all down in half a dozen places. In one instance the gap in communication extends for half a mile. Signal towers from one and a half to three miles apart, Mr. Shepard assured me had enabled the New Haven to breast the storm's wreck nobly.

"Our trains," said Mr. Shepard, "are practically on time to-day. Only one train was over ten minutes inte."

All of the damage to wire along the line of the New York and

on time to day. Only one train was over ten minutes late."

All of the damage to wire along the line of the New York and Harlem is between New York and White Plains—only fifteen miles away.

The West Shore road lost a good many poles and wires in the vicinity of Cornwail, but all of the breaks had been repaired at nino o'clock yesterday morning and there was communication along the entire road last night and trains were on time.

The damage to the telegraph lines along the route of the Pennsylvania Railroad is chiefly between Jersey City and Nowark. Between these points the wires are practically all down. The worst breaks are in the Meadows and between East Newark and Marion, where as many as thirteen poles at a stretch succumbed to the wind and snow. Some damage was also done to the wires between Philadelphia and Harrisburg.

At the office of the superintendent in Jersey City I was told that there were no delays exceeding fifteen minutes, and that the delays were due to cautious running, made necessary by the total lack of telegraphic facilities to Newark. Where the wires were down trainmen, acting under instructions, proceeded very carefully until they got a clear signal from a tower to go aboad.

Lackawanna Hard Hr.

On the Delaware, Lackawanna and Western I learned at the superintendent's office in Hoboken that all of the wires, both railroad and Western Union, are down as far as Moorestown, thirty miles away. However, passenger trains arrived and departed on time.

chion, are down as far as Moorestown, thirty miles away. However, passenger trains arrived and departed on time.

The wires are down generally along the lines of the New Jorsey Central system and on the New Jersey Sonthern, which hugs the coast.

VESSELS ABANDONED AT SEA. SEVERAL COASTERS WRECKED BY THE STORM SUNDAY ARE REPORTED.

The little fishing schooner Empire State, which was caught in the big storm off the coast on Sunday morning, reached New York yesterday. On board of her were Captain Maxwell and the crew of six men of the lumber schooner Calvin S. Edwards.

Captain Altman, of the Empire State, said his vessel was off Barnegat when the storm struck him. The wind came from the northwest, and the little craft was soon decks under, while the driving snow made it impossible to see more than the vossel's length. The captain decided to run in closer to the beach, and finally succeeded in doing so.

The Calvin S. Edwards was seen on Sunday afternoon a short distance away, with all her sails gone and a signal of distress flying. Captain Maxwell signalled that the boats were smashed and carried overboard, five feet of water in the hold and the leak gaining. A boat was launched from the Empire State and the men rescued with great difficulty.

The Edwards left Norfolk for New York with lumber on Saturday. Sunday merning's storm wrecked her. She is a dangerous obstruction for south bound navigators, as the cargo of lumber may cause her to float for weeks. The lost schooner was built at Morris River, N. J., and she registered 219 tons.

On the way back to New York Captain Altman sighted a three masted coal barge, drifting. There was no one on board so far as could be observed, and the name of the vessel could not be learned. The barge was nearly full of water.

The French liner La Bretagne and the Cunarder Aurania, arriving yesterday, both met Sunday's storm, but were not affected by it.

The steamer Mount Edgecombe, from Laguna, reported speaking the schooner rendering assistance. The Comal is expected to-day.

There were still no telegraph facilities yesterday to obtain reports of arriving vessels. All of the reports from Quarantine were sent up on the ferry boats, and the only way the Surveyor could get news of arriving steamers was to post a man in the tower of the Barge office with a powerful telescope. In this manner each vessel could be seen as it entered the Narrows, but it was impossible to tell its nationality or name until slowed down off the Quarantine station. little craft was soon decks under, while the driving snow made it impossible to see more than the ves

were eighty feet in height, and on Grand street two or three fell on the roofs of dwellings, doing considerable damage.

The telephone company estimates its damage at \$30,000. Manager Oridge, of the Western Union company, thinks that telepraphic communication will be opened to points either East or West by to-morrow.

owing to the wires of other companies crossing the lines no attempt has been made to illuminate the city.

The electric light, fire alarm, telegraph and telephone services of Palerson are seriously orippled. Not a telephone in the city was in working order yestorday and last night the city is again in darkness. It is thought that it will take several days to repair the electric light lines. The amount of damage and losses to the different corporations who own and operate the wires running through the city caunot be estimated, but it will surely be many thousands of dollars.

Trenton has been cut off from communication by wire for two days with the outside world.

Throughout Northern New Jersey all telegraphic and telephonic communication is cut off and railroad trains are delayed. The snowfall was heavy. At New Brunswick seven inches fell, and trees and shrubbery everywhere broke under the weight of the clinging mass. Telegraphic and telephonic communication cannot be opened up till tomorrow. The electric light wires were gotten in order yesterday morning.

Along the Coast.

As much damage was done along the New Jersey coast as elsewhere, and it is yet impossible to foot up the loss. Every wire of the Western Union Telegraph Company is down, as is also the entire circuit of the New York and New Jersey Telephone Company, At nearly every town where the electric light companies have wires they are in a great sabora along the coast face they coast as can be learned there are no vessels.

Company. At nearly every town where the electric light companies have wires they are in a great snari.

As far as can be learned there are no vessels ashore along the coast from Sandy Hook to Point Pleasant. There was a terrific sea on, but fortunately little damage was done to the bluffs or bulk heads. At Long Brauch several bad cuts were made in the bluff. Probably the severest damage sustained was at Seabright and Low Moore, where the high tides, as usual, washed over the low beach and into the roads and basements of houses.

On account of the wires being down freight and extra trains could not be run over the lines of the Pennsylvania Railroad between Long Branch and Jamesburg or Trenton, or between Ferth Amboy and Foint Pleasant on the New York and Long Branch division of the New Jorsey Central road. The Pennsylvania efficials endeavored to run a freight train through from Monmouth Junction to Freehold on Saturday during the storm, but at Jamesburg it collided with a regular train. Two locomotives were ruined.

The government suffers considerably by having all their wires down along the coast. No information can be had from any of the life saving stations. Early this morning Superintendent Havens, of the Life Saving Service, started out a gang of men to repair what damage was done to his lines, which connect all stations along the coast.

The electric lights in Foughkeepsie were out Sun-

UP THE HUDSON.

The electric lights in Poughkeepsis were out Suntay night; the wires were not down, but were
everywhere crossed by other wires, so that it was



CLEARING UP A GIANT POLE.

CONNECTICUT ISOLATED. SHUT OUT FOR A DAY FROM TELEGRAPHIC COMMUNICATION WITH THE WORLD.

[BY TELEGRAPH TO THE HERALD.] New Haven, Jan. 26, 1891,-Connecticut was isolated from the rest of the world all day yesterday and to-day. Sunday morning's storm knocked down the telephone and telegraph wires through out the State, completely paralyzing the service. In this city eight poles were blown down, one

eighty footer being found lying directly across the tracks of the New York New Haven and Hartford road, but it was luckily discovered before any trains were due. Communication with Boston was cut off at mid-

night last night, owing to the wrecking of the big poles on State street. The greatest trouble to the long distance wires was at Glenbrook, where they are all down, and the poles are broken like pipestems. At midnight, after thirteen hours of the hardest work, the telephone company had succeeded in establishing communication with Harr-ford, but in less than half an hour the line was

This morning early the New York, New Haven and Hartford road sent three snew ploughs over the road, which made their way through with great difficulty. difficulty. There was great excitement at Birmingham to-day, owing to another rise of the Housatonic River, caused by the snowstorm and melting snow. Con-siderable apprehension was felt regarding the dam, fears prevailing that more of the walls of the dam would give way. Last night none of the people liv-ing in the vicinity of the dam remained in their houses.

The dam, however, did not gave way though its strength was severely tested. Owing to the breaking of the dam eighteen factories are idle throwing about seven thousand men out of work. The damage by the breaking of the dam is now estimated at \$200,000.

THE WEATHER YESTERDAY.

The following record shows the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last

comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy (Heralin Building), No. 218 Broadway:—

1890. 1891. 1890. 1891. 1890. 1891.

3 A. M. 39 28 3:30 P. M. 50 43

6 A. M. 40 28 6 P. M. 49 40

9 A. M. 42 30 9 P. M. 46 38

12 M. 47 36 12 P. M. 46 33

Average temperature yesterday. 35½

Average temperature for corresponding date last year. 44%

Average temperature for corresponding date last fifteen years. 33

AFFAIRS OF THE RAILROADS.

CHURCH LANDS SUBJECT TO THE LAW OF EM-INENT DOMAIN.

BY TELEGRAPH TO THE BERALD, I FINDLAY, Ohio, Jan. 26, 1891. - In the case of Bishop Gilmore, of the diocese of Cleveland, against the Findlay, Fort Wayne and Western Railroad, to prevent the railroad company from crossing the prop-Court, in session to-day, decided against the Bishop

and ordered the release of four men confined in the Putnam County Jall for the offence of running a train across the church lands.

The Court held that church property was sub-ject to the same conditions applying to private ownership and that the Bishop's only remedy for the trespass lay in a suit for damages against the railroad company.

ALLEGED DISCRIMINATION AGAINST A KANEAS

CITY ELEVATOR COMPANY. Kansas City, Mo., Jan. 26, 1891 .- There will probably be filed within the next few weeks in the United States Court here a suit by the Interocean United States Court here a suit by the Interceean Elevator Company against the Santa Fé and Rock Island and possibly the Misseuri Pacific railroads.

The suit if filed will be for very heavy damages and the charge will be discrimination. The Interceean Elevator Company is the only elevator at Kansas City that recognized the State law in regard to the inspection and handling of grain and is consequently the only one which cau be strictly called a public warehouse. It is said that the through lines are largely interested in the other clevators here and that the action of the Interceean in complying with the State law incurred their bitter enmity, and since that time the company has been practically boycotted. A division of rates on grain from the West at this point is also to be fought for.

BARB WIRE TO BE HIGHER.

MANUFACTURERS FORM A POOL AND SECURE

THE WASHBURN & MOEN PATENTS. BY TELEGRAPH TO THE HERALD.] CHICAGO, Ill., Jan. 26, 1891. - The barb wire manupool, as they call it, the word "trust" being fight the Washburn & Moen Company was induced to come into the pool on the promise of the payment of \$400,000 for their patents, which run out in 1894. Washburn & Moen wanted \$500,000 and the others offered \$250,000, but a compromise was

The result of the pool, in which all the barb wire companies in the country are interested, will be an advance at an early date in the price of barb wire, the claim being made that the competition existing heretofore has had the effect of causing large losses of money to manufacturers. The negotiations which led to the fermation of the pool ended at a meeting at the Wellington Hotel this afternoon.

A MODERN "FLOYD IRESON."

BY TELEGRAPH TO THE HERALD. GLOUCESTER, Mass., Jan. 26, 1891.-The crew of the fishing schooner Henrietta, arriving here today, say their skipper, Charles Keene, forbade them belping a vessel in distress. The unfortunate was the three masted schooner Alberta, of Windsor, N.

the three masted schooner Alberta, of Windsor, N. S. The captain was a stranger to the coast, and he reported his vessel in a sinking condition. Yet the fishermen say that their skipper deliberately refused to assist in any way—in fact, played the rôle of "Floyd Ireson."

All the while the crew begged the captain, in the name of humanity, to go to the rescue of the men, but to no avail. Such is the tale of the crew of the Henrietta, and the men voluntarily gave their names.

SHE WAS DESPERATELY IN LOVE.

INV TELEGRAPH TO THE HERALD. I PARKERSBURG, W. Va., Jan. 26, 1891 .- A peculiar case f infatuation developed here to-day. A pretty oung German girl, not over seventeen, of wealthy parentage, from Findlay, Ohio, named Lena Hayn, came here two weeks ago, and for a number of days stopped at a large hotel. She was looking for a man named Deems, with whom she said she was desperately in love, although she had met him but once. Not finding him at once, she engaged as a wairress at the Blonnerhassett Hotel, thinking she

might meet him.

She heard he was in the country Saturday, and drove ten miles to find him. He brought her back to town and tried to induce her to go home, but she refused to go without him. The police finally interfered and she was started home, declaring she would have him yet.

The stormer Mount comment agains. The stormer Mount comment liver, Lane by Share and S

ALL THE WIRES DOWN IN THE QUAKER CITY.

An Unprecedented Demoralization of the Telegraph Service Caused by the Big Storm.

NEWS ALL COMES BY MAIL.

Boston Opens Communication with the Metropolis by a Single Postal Telegraph Wire.

HEAVY SNOWFALL ALL AROUND.

PHILADELPHIA, Jan. 26, 1891.—The damage done the telegraph wires by the snow storm in this city Sunday morning is unprecedented. The wires are all down, and communication by telegraph with the outside world has been practically cut off for thirty-six hours. This story is sent to New York by mail. The situation on the New York division of the Western Union service is simply bewilder ing. There were at least a thousand breaks between New York and Philadelphia on the Pennsylvania route alone, and the condition on the hall dozen other routes to New York is equally disconraging.

The Long Distance Telephone Company, which managed to maintain a wire to New York during the memorable bhzzard of March, 1888, is completely cut off in that direction, although the management report a wire in working order to Washington. Beyond this there is no communication between this city and the outside world, and it will probably be several days before the wires are again in complete working order. The wires of the Bell Telephone Company are likewise prostrated all

The storm in this city resembled the blizzard of 1888 very much. Rain began falling about eight o'clock Saturday night, continuing steadily until about hal f-past twelve Sunday morning, when it suddenly turned to snow, the flakes being nearly

about half-past twelve Sunday morning, when it suddenly turned to snow, the flakes being nearly as large as silver half deliars. The snow came down as fast that, although the ground was completely soaked with rain, in a short time everything was coated with snow. Had the thermometribeen ten degrees lower the storm would have been much more severe in its effects.

Soam mirrs in time ground.

Manager A. G. Layler, of the Western Union said at eleven o'clock this morning that the outlook was not promising, though there was a possibility of patching up a communication with Halli more some time furing the afternoon and that Washington might then also be reached. There was very little hope, he said, of opening any communication to-day with points weat of here, the storm having been particularly destructive in the section of country between Philadelphia and Harrisburg. Many poles have been torn down or blown out or position and considerable time will be required to repair the damage sufficiently to open up communication.

A telephone communication.

A telephone communication from Harrisburg via Reading says:—'All the wires leading from the State capital are down except the one to Reading, and Harrisburg has no other communication with the rest of the world whatever. The Pennsylvania Italiroad wires and those of the Western Union are down, and it is not known how soon they will be repaired, although every effort is being made to got them into working order, so as to secure the running of trains safely. Very few trains can be run without wires, and these at great risk."

News PROM Tisk BREARWARTER.

Pilot Walter Virden reports that he loft Delaware Breakwater Sunday afternoon and that the gale at that time was over. As far as he knows there was no damage to vessels in that vicinity. The gale was very severe Saturday night from east-northeest and lasted about seven hours. When Mr. Verden felf the wind was horthwesterly and the weather fine.

ONLY ONE WIRE TO BOSTON. COMMUNICATION TO THAT AND OTHER NEW ENGLAND CITIES INTERRUPTED.

[DY TELEGRAPH TO THE HERALD.] Bosros, Jan. 26, 1891 .- The Postal Telegraph Company, by which this despatch is sent, furnishes Bostonians with their only method of communicating with New York, and their facilities are far below the usual, owing to the snow storm of facturers succeeded in forming a trust to-day, or a Sunday. The Western Union wires are gone between New Haven and New York, and the Long Distance deemed objectionable. After a long and continued | Telephone Company, which has heretofore stepped

breaking of fifty-seven poles in Somerville. Communication with principal New England points is maintained, but with difficulty. Not far from one hundred poles in and about the city are gone, and the force of linemen is insufficient to promptly repair the damage. The Associated Press has been furnishing the local news of New York from an emergency office at Williamsbridge, and Washington news is brought by train to New Haven and thence by wire. The fire alarm systems in Boston and suburban cities are utterly demoral-ized and the suburbs are without their electric Hebts.

in boston and should be a without their electric lights.

In the city, however, these companies have most of their wires underground. But for the fact that the railroads are in operation as usual the visitation strongly resembles the blizzard of 1888. The day has been fair, mean temperature about 32. Reports from various sections of New England indicate that the storm of yesterday morning was an unusually severe one. A great deal of damage was done to the telegraph and telephone wires. Fall River, Mass., reports a very heavy snow and rain storm, accompanied by very high tides. The Sound boats had a very hard time around Point Judith, but arrived at Fall River safely, although late. At Manchester, N. H., it is reported that the storm lasted nine hours and that fifteen inches of snow fell, obstructing travel and proper for the season, twelve inches of snow falling, obstructing horse carrively cut off from telegraphic communication with the outside world.

At Providence, R. L., the electric wires were badly crossed and denanged. Seventy telephone wires were disabled by crossing and prostration. Seven long distance telephone wire between Providence and Newport was disabled last night. Gauge of men are at work repairing the damage.

AS BADLY OFF AS PHILADELPHIA.

AS BADLY OFF AS PHILADELPHIA. WILMINGTON, Del., Jan. 26, 1891,-The storm yes terday morning raged with much fury in this city and vicinity, and only one wire, which belongs to the Fostal Telegraph and Cable Company, is now in working order from here. Communication with all points in the State south of this city is entirely out off. Telegraph poles on the Baltimore and Ohio and Fhiladelphia, Wilmington and baltimore railroads north of Wilmington are generally down. The local telephone service is badly damaged. All Western Union wires from this city in every direction are useless. the Postal Telegraph and Cable Company, is now

RAN IN BEFORE THE GALE Phovincerown, Mass., Jan. 26, 1891 .- One of the heaviest storms of the season set in Sunday morn ing with snow and rain, the wind backing to northing with show and raid, the wind backing to northnorthwest, clearing at sunset. The life saving stations report a very high tide with a rough sea.

Tugs Elsie and Mercury with two barges outward
bound put in for a harbor and salled this morphing.
Schooners Cora S. McKay, Rosion for New York,
and Alfred Brabook also put in here. The Mckay
lost two jibs. Several fishermen have arrived damaged.

SWEEPING ALONG THE COAST. HIGHLAND POINT, Mass., Jan. 26, 1891 .- An eastern storm of great violence set in here at midnight Saturday, increasing in force as it backed to the Saturday, increasing in force as it backed to the north and northwest. Very high tides swept the entire coast. The only vessel that passed the Cape was the steamer Easex, from Baitimore for Boston. The weather moderated at sunset, clearing with westeriy winds.

CAN'T GET RID OF THE ICE GORGE. Amsterdam, N. Y., Jan. 26, 1891.—The ice gorge in the Mohawk River a few miles west of this place is still firm, although dynamite has been used since Saturday in an effort to dislodge it. The loe is over five feet thick and frozen to the ground. There is not sufficient water to carry the ice down the stream. The water has fallen thrue feet since that urday and there is no immediate danger of a flood at Yort Huntse.

at Fort Hunter. SHOT HIS WIFE DEAD.

SAN MARCO, Texas, Jan. 26, 1891 .- George H. Snyder, one of the wealthiest citizens of this place,